### Contents

1. **Introduction**  
   1.1 Background  
   1.2 Format of the Report  

2. **Evidence Base for the Updated IDP**  
   2.1 Derbyshire County Council Infrastructure Plan 2013  
   2.2 Derbyshire Dales Local Plan Infrastructure Delivery Plan 2014  
   2.3 Recent Stakeholder Engagement  

3. **Content of the Revised IDP**  
   3.1 Transport  
   3.2 Utilities and Environment  
   3.3 Community Services  

4. **Implications for the Local Plan**  

5. **Identified Funding Gap and Opportunities for CIL**  
   5.1 Funding Gap  
   5.2 Opportunities for CIL  

6. **Taking Forward the Updated IDP**
1 Introduction

1.1 Background

Fore Consulting was commissioned by Derbyshire Dales District Council (DDDC), as part of a team with DTZ, to assist the Council in developing the evidence base to support future housing requirements for Derbyshire Dales.

In order to take forward the preparation of the Derbyshire Dales Local Plan, DDDC required an identification of gaps in the existing infrastructure provision and the infrastructure requirements necessary to support the sustainable growth of the plan area. The assessment of infrastructure needs would also feed into an assessment on the potential feasibility of introducing the Community Infrastructure Levy (CIL) on new development across the plan area.

Advice set out in the National Planning Policy Framework and the Planning Practice Guidance make it clear that the provision of infrastructure through the planning system is one of the key economic drivers required for delivering sustainable development. The NPPF further advises that Local Plans should plan positively for the development and infrastructure required in the area to meet the objectives, principles and policies of the document.

Prior to its withdrawal, the Derbyshire Dales Local Plan Pre Submission Draft was submitted to the Secretary of State in May 2014 and was subject to two days of Examination in Public in July 2014. The submission included an extensive evidence base including an affordable housing viability study, an infrastructure delivery plan, a whole plan viability study and community conversations. These provided evidence on the infrastructure requirements for the plan area, and sought to demonstrate the viability and deliverability of the policies and proposals in the Local Plan. So in assessing future infrastructure needs, there is an existing evidence base from which to work.

In addition, Derbyshire County Council (DCC), has prepared two infrastructure plans in recent years that identify countywide infrastructure needs, as well as local infrastructure for which DCC is the lead delivery body.

Therefore, the approach to this commission has been to build upon the existing evidence base in order to ensure that there is an Infrastructure Delivery Plan (IDP) in place for Derbyshire Dales that is fit for purpose and robust, as well as providing evidence for the possible introduction of CIL.

The first stage of this commission was to critically review the Council’s most up-to-date version of its IDP, and consider whether it provides a robust evidence base for the production of CIL.
1.2 Format of the Report

This report sets out the findings of the commission. In line with the work undertaken, the report covers the following elements of the review in turn:

- Consideration of the evidence base for the IDP and how stakeholders helped review and build the evidence base;
- Identification of the appropriate critical infrastructure within the IDP to deliver the growth envisaged by DDDC;
- Implications of this critical infrastructure for the Local Plan; and
- Recommendation as to which elements of infrastructure would be appropriate to be considered through CIL.

Finally, the report includes suggestions as to how the IDP itself could be used as a better tool to track the delivery of the required infrastructure in Derbyshire Dales.
2 Evidence Base for the Updated IDP

2.1 Derbyshire County Council Infrastructure Plan 2013

The Derbyshire Infrastructure Plan was adopted in 2013 as a strategic overview to be used by local planning authorities to prepare their local IDPs. It was intended to support the delivery of Local Plans and provide for strategic infrastructure and services in a timely and cost effective way across Derbyshire.

The Plan focussed on:

"strategic infrastructure including highways and transport; surface water flood management; waste; broadband; green infrastructure, libraries; children and younger adults' services; education; adult care; and public health and wellbeing."

The Plan was prepared through a process of collaboration with key stakeholders in the public, private and voluntary sectors. It lists existing investment and sets out delivery schedules for future investment as well as commenting on likely costs and potential funding sources. It also identifies strategic priority projects that are required to support sustainable development in Derbyshire over the long term but are currently only partially funded or unfunded and alternative sources of funding will need to be sought to secure their delivery.

The schedules include county-wide projects, such as the delivery of superfast broadband and green infrastructure improvements. Nine schemes specific to Derbyshire Dales were included in the list of future projects in the Plan, including:

- Highway schemes to improve capacity at Ashbourne, Matlock and Wirksworth;
- World Heritage Site projects;
- Canal restoration;
- Development of the cycle network;
- Additional school capacity; and
- A replacement library in Matlock.
2.2 Derbyshire Dales Local Plan Infrastructure Delivery Plan 2014

The Derbyshire Dales Local Plan IDP 2014 was produced after a series of workshops first held in 2009 with partner organisations (e.g. DCC, Parish Councils, Utility Companies, NHS and Clinical Commissioning Groups (CCG) and community groups. Other evidence used to inform the IDP included studies and assessment documents produced in 2008/09, community conversations held in 2011, responses to the Derbyshire Dales Local Plan Pre Submission Draft 2013 and follow-up discussions with stakeholders.

This Plan concentrates on infrastructure needs that can realistically be addressed in the near future, identified in consultation with those public and with partner agencies whilst drawing up the Local Plan. It concentrates on requirements for capital investment in the provision of new infrastructure and services or their improvement.

The Plan includes a schedule of infrastructure needs, some of which are essential, and others which are desirable, to support growth in the District. Infrastructure of a desirable rather than essential nature was included in the schedule where communities have drawn attention to them although it was noted that these would not normally be included in the higher level IDP.

There is some overlap with the County-wide IDP, but many of the desirable items included do not include specific schemes, for example, there is a requirement to improve to local bus services, but no details on exactly what problems need to be addressed or how this might be achieved. The document does not include costings or specify potential funding sources but does list delivery partners.

The main conclusion from the Plan was that discussions with infrastructure providers showed that there are few matters of serious immediate concern for the District. Given the modest scale of growth proposed in the Derbyshire Dales Local Plan at that time relative to existing population numbers, DDDC did not consider that any of the wider scale infrastructure and service matters identified in 2014 were such that it would be necessary to prevent or delay new development until they are fully resolved.

At a District level, the main infrastructure deficits identified were:

- Faster broadband connections;
- Green infrastructure (including rights of way, recreational trails and open space);
- Local sports and recreation facilities; and
- Local health care services.
More locally, there were also some specific issues:

- Educational capacity at Queen Elizabeth’s Grammar School in Ashbourne;
- Congestion in Ashbourne town centre;
- Maintaining good public transport links between Doveridge and Uttoxeter; and
- Mitigating A50 road noise for new development in Doveridge.

2.3 Recent Stakeholder Engagement

Contacts established with a wide range of infrastructure and service providers through development of the previous infrastructure plans provided a starting point for the more recent stakeholder engagement.

During the preparation of the updated IDP, the project team contacted those organisations with responsibility for the following infrastructure and services:

- Gas transmission and distribution;
- Electricity transmission and distribution;
- Water supply, sewerage and waste water treatment;
- Health and social care services and facilities (primary, secondary, tertiary and community care);
- Education (nursery, primary and secondary schools, and higher education);
- Local highways;
- Strategic highways;
- Public transport (cycling, rail and bus facilities and services);
- Sustainable transport (cycling and walking);
- Flood protection;
- Telecommunications;
- Emergency services;
• Waste and recycling facilities;

• Indoor sport and leisure facilities;

• Community facilities (libraries, cemeteries and public conveniences).

Each of the providers was sent a pro-forma, in which relevant extracts from the previous infrastructure plans were included, and providers were asked to review and provide comment on the information, in particular on whether the description set out is still correct or if it needs updating or adding to in any way.

Further questions were also set out which aimed to establish the infrastructure availability and capacity issues that the providers considered would be key considerations for the new Local Plan, and to highlight key planned investments and improvements. In particular, organisations were asked to provide:

• Summary/overview maps of existing and planned facilities and/or networks;

• Catchment area maps; and

• Current investment plans or capital programmes.

In addition to the pro-formas, each of the organisations was invited to a workshop in June 2015. The introduction to the workshop explained the current timetable for the Local Plan and the scale of the revised housing growth figures that will form part of the new submission, given that these are an increase on the previous numbers.

The workshops were intended to provide an opportunity for the organisations to ask questions of the project team and DDDC Officers, and for all parties to discuss and ‘join up’ the issues being raised by different infrastructure providers and explore the emerging issues and implications for the new Local Plan.

As such, this report and the updated IDP schedule and plan represent the infrastructure capacity and needs as of August 2015, and will be reviewed and updated as necessary through the development of the new Local Plan.
3 Content of the Revised IDP

The previous infrastructure plans and the information gained from the stakeholder engagement have been used to prepare the remainder of this report and the updated IDP schedule and plan, with more details on the content of the updated IDP grouped under the following broad headings in this section:

- Transport;
- Utilities and Environment; and
- Community Services.

3.1 Transport

The trunk roads that make up the Strategic Road Network (SRN) are generally managed and maintained by Highways England, which is an executive agency of the Department for Transport. However, the only part of the SRN in the Derbyshire Dales District is the A50(T), which is operated and maintained under a 30 year Design, Build, Finance and Operate (DBFO) contract, signed in 1996, by Connect A50 Ltd.

Since the completion of a major upgrade to the A50(T) at the start of the DBFO contract, there have been no specific problems identified that would restrict growth within Derbyshire Dales, although, as noted in the previous IDP, there has been an issue with road noise in Doveridge as a result of the surfacing used. The impact of road noise from the surface of the A50(T) could have an adverse impact upon new development in Doveridge unless appropriate mitigation measures are put in place.

As the Local Highway Authority (LHA), DCC has responsibility for the management, maintenance and improvement of the highway network in the Derbyshire Dales District. The most significant local highways issue raised by stakeholders was congestion in Matlock, Wirksworth and Ashbourne. Delays caused by congestion were felt to have a significant impact on both traffic flows and the delivery of efficient bus services. Delays could be particularly bad during peak times in the summer months.

The previous IDP identified town centre junction improvement schemes to provide additional highway capacity to accommodate growth at Ashbourne, Matlock and Wirksworth. The levels of growth now being considered are likely to exacerbate existing congestion and will bring forward the need for improvement schemes in these town centres. Such schemes could comprise a mix of junction improvements, traffic management measures, bus priority and dynamic schemes to reflect the variability in traffic flows. In all cases, more work is needed to identify the appropriate package of measures in each centre, based on the cumulative likely growth from sites nearby. This
work should be led by DCC, and is required immediately in Ashbourne, given the number of potential sites identified along the A52 corridor.

In addition to town centre improvement works in Ashbourne, a bypass to the west of the town centre has been suggested over a number of years as a potential solution to relieve congestion in the town centre and improve connections across to Derby. The Derbyshire IDP indicated that further testing of the impacts of such a scheme would be needed, and that any mitigation package will need to include demand management measures in the town.

A version of the Ashbourne Bypass scheme has been put forward previously for funding through the Regional Funding Allocation (RFA) process in 2005/06, but that it lost out on cost-benefit grounds when compared with other projects across the East Midlands, and was therefore not shortlisted for funding.

However, the RFA process considered a “traditional” transport appraisal, whereas the LGF process now looks more holistically and the outcomes that schemes can deliver, particularly housing and economic growth. More detailed analysis and testing will be required by DCC to establish the costs and benefits of a bypass as part of the development of the Local Plans across Derbyshire (not just Derbyshire Dales) and ascertain whether this scheme should remain within future iterations of the IDP.

The Matlock to Derby rail service has seen significant growth in passenger numbers since hourly services were introduced in 2008 as part of a Community Rail Partnership (CRP). It is anticipated that, over the Local Plan period, further growth would be generated from both modal shift and from additional housing and employment growth in the District.

The increased demand could be accommodated by increasing the capacity of rolling stock (adding extra carriages) and/or by offering more frequent services. Currently, the line is single-track, which prevents such an increase in the frequency of services. Construction of a passing loop, potentially between Cromford and Wanstow, would enable operation of half-hourly services in the future.

Promotion of the required rail infrastructure and the increased frequency needs to be led by DCC and the CRP, both through the Network Rail Long Term Planning Process (the East Midlands Route Study) and the retendering of the East Midlands franchise in 2016/17. Improved rail services that encourage model shift will reduce the need for highway improvements in the centres of Matlock and Wirksworth.

Bus services are generally provided on a commercial basis by private bus operators. The routes and timetables for these commercial services and determined by the operator and will therefore largely respond to future demand. Some areas of the District would benefit from additional development to increase the viability of existing bus services. Stakeholder
engagement identified that District or County-wide initiatives, such as integrated multi-operator tickets, ‘pocket’ park-and-ride and real time information, would deliver service improvements. These are more appropriately funded through the Local Transport Plan.

As previously mentioned, congestion in Ashbourne, Matlock and Wirksworth town centres is a major cause of delay and unreliability for bus journeys, therefore any local highway improvements will be of benefit to bus services. Ashbourne bus station has also been identified as in need of improvement previously, and it is understood that some improvements are committed as part of a developments scheme, although this is yet to start on site.

There are generally sufficient car parking spaces in the town centres to accommodate day-to-day demands. However, at peak times (e.g. Bank Holidays and summer Sundays), there is a significant increase in demand, mainly due to the influx of visitors, and car park capacity on these occasions is often inadequate. To relieve this problem, it is suggested that a two-pronged approach could be adopted - first, tackling the variability of demand by offering flexible solutions, such as temporary park-and-ride, and second, reducing demand by improving access by more sustainable modes of transport both locally, giving residents the option to walk or cycle, and strategically, by improving bus and rail links. The introduction of a dynamic parking information system may also help address peak demands. These initiatives if considered feasible would be more appropriately funded through the Local Transport Plan.

Improvements to Greenways and the cycle network have been identified to promote walking and cycling in the District. Improvements to existing rights of way and extensions of the White Peak Cycle Loop to extend the Monsal Trail to Matlock, as well as cycle routes in the town centres, will provide opportunities for both leisure and day-to-day access. The most obvious funding route for such improvements would appear to be the Local Sustainable Transport Fund (LSTF), but there is some doubt as to the future of LSTF beyond 2016. Any future rounds of LSTF, or its successor funding stream, will remain a more appropriate funding route for strategic walking/cycling interventions, with developer contributions being used to facilitate the connections to these routes from individual sites.

Derbyshire has a rich and diverse heritage, which includes the internationally designated Derwent Valley Mills World Heritage Site. The most recent version of the Site Management Plan includes two specific projects within Derbyshire Dales:

- Restoration of the Cromford Canal, including dredging; and
- Provision of a new river bridge connecting Masson Mill and Willersley Castle Park/Lovers Walks in Matlock Bath.
Projects to enhance the canal network in the District, including delivery of DCC’s Strategic Waterways Priorities and restoration of the Cromford Canal have been identified in previous IDPs. Implementation of these projects will enhance the quality of life within the District, although it is likely that they would be funded via DCC and local interest partner organisations as opposed to developer contributions, as they are not specifically related to growth.

3.2 Utilities and Environment

Gas, electricity and water supply are regulated industries, and each provider has a duty to connect future developments to their network as they are built. Each also has a five year investment programme of maintenance and expansion, and so it is often difficult to engage with utility providers around the Local Plan process given the much longer timescale and the uncertainty over specific sites coming forward.

The Derbyshire Infrastructure Plan stated that:

“at the strategic level, the scale of the gas and electricity transmission infrastructure network means that it is unlikely that specific development proposals or extra growth in Derbyshire will create capacity issues for National Grid. Existing gas and electricity transmission networks should also be able to cope with additional demands.”

The previous Derbyshire Dales IDP reiterated this point. Discussions have been held with the main utility companies including Western Power Distribution, National Grid and Severn Trent Water about the potential scale and location of new residential development. As a result no strategic (or local) infrastructure improvement has been identified as being required at this stage. The National Grid confirmed that there are no anticipated capacity issues with either the gas or electricity distribution networks in the plan area.

Although this is the case, but DDDC and DCC need to maintain an ongoing relationship with the main utility companies as the Local Plan is developed further. It is noted that generally, the cost per dwelling of connecting developments in more remote or sparsely populated areas will be greater than that of developments in existing urban centres, suggesting a more concentrated development pattern would be preferable.

The Derbyshire Infrastructure Plan also set out future investment in broadband, known as Digital Derbyshire - a committed programme to deliver broadband infrastructure and services across the County. It noted that broadband service quality varied across the County and access to superfast broadband speeds in Derbyshire is limited. DCC signed a contract with BT to make fibre broadband available to a further 88,000 premises across Derbyshire, with the aim at the time of bringing access to more than 95% of homes and businesses by 2016.
It is understood that, although the project is now well underway, the target date for completion of the 95% access has been extended through to 2020.

Although telecommunication networks are unlikely to be a key driver of, or barrier to, new residential development, DDDC and DCC in appropriate cases will seek to include conditions on planning permissions to ensure that trunking to enable fibre connections to developments is provided when available so that future occupants have access to sustainable communications infrastructure, giving appropriate thought to the choice and availability of providers which can offer high speed data connections.

DCC is responsible for coordinating the management of flood risk across Derbyshire. This includes flood sources arising from surface water, ground water or ordinary watercourses sources. As part of this duty, DCC developed a Local Flood Risk Management Strategy (LFRMS), based on a Preliminary Flood Risk Assessment (PFRA). No specific issues for Derbyshire Dales were identified in either document.

Going forward, rather than implementing large and expensive flood defence or relief schemes, future management of flood risk by DCC is likely to focus on smaller-scale prevention and resilience measures. Indeed, some local flood defence schemes are already being implemented in the District.

Finally, DCC’s Waste Management Service is responsible for the management and disposal of municipal waste, whilst DDDC is responsible for the collection of municipal waste. There are currently two Household Waste Recycling Centres (HWRCs) in Derbyshire Dales, and DCC considers that there is sufficient capacity across both sites to accommodate future housing growth.

One potential issue raised by stakeholders was the possible implications on the collection service for new areas of housing, but any additional requirements would ordinarily be paid for by Council Tax returns as opposed to their inclusion in a strategic infrastructure schedule.

### 3.3 Community Services

Education provision includes pre-school, primary, secondary and post-16 education. Pre-school education is provided on a part-commercial basis in response to demand. Primary and Secondary education has traditionally been provided at a local scale by Local Education Authorities (LEA), and therefore needs to be planned at that level. Post-16 education tends to be provided for on a more centralised basis in major service centres, with an expectation that students will travel further than for primary and secondary education.
The Education Act 2011 has made a number of significant changes to the education system. Whilst LEAs, in their role as commissioners of education, must continue to plan for and secure sufficient schools for their area in line with their duties under section 14 of the Education Act 1996, the 2011 Act has introduced a new academy/free school “presumption”. Under the presumption, LEAs are required to seek proposals to establish an academy/free school in the first instance where there is an identified need for a new school.

There are two stages to assessing the need for new school places/new schools within an area. Firstly it must be determined what the likely demand for school places is based on changes in population and development. Secondly, the current capacity of schools in the area needs to be determined.

As the LEA, DCC determines the need for school places based on pupil forecasts that look at demographic trends over the past three years. Reception class numbers are based on projected and live birth rates provided by the Office of National Statistics. These forecasts are updated at regular intervals and take account of pupils moving into and out of the County and outstanding planning permissions for housing developments.

There is a single national measure to assess the net capacity of schools specified by the Department for Education, which should ensure a robust and consistent method of assessing the capacity of schools. The measure is used to identify a surplus or shortage of school places within schools.

DCC’s calculations of the need for additional school places have identified three areas where action will be needed in Derbyshire Dales:

- Additional primary school capacity in Ashbourne;
- Additional primary school capacity in Wirksworth; and
- Expansion to Queen Elizabeth’s Grammar School in Ashbourne.

DCC has also identified potential options for all three issues through consultation with the relevant Headteachers and DDDC, with costs for the preferred solution also having been identified.

DCC receives capital funding for additional places needed as a result of identified pupil growth for all types of school, including academies/free schools and maintained schools. Current funding allocations are known up to 2017/18, but capital funding provided by central government does not meet the full costs of providing additional places.
DCC will generally continue to seek developer contributions towards the provision of primary and secondary school places through Section 106 Agreements, and a formula for calculating developer contributions has been developed. Whilst this approach will continue to provide the flexibility to assess on a case-by-case basis the level of funding required from developers to provide primary and secondary school places, the current protocols do not meet the full costs of providing additional places, as there is a large variability in what may be required for expanding different schools. Therefore, some other funding will be required over the Local Plan period, such as CIL.

DCC’s Adult Care service delivers personal care and other support services to older and disabled people. Recently, the adult care sector has seen a change of focus to the personalisation of services, but the projected growth in the population of older people in Derbyshire (whose population tends to be older in composition compared to that of England as a whole anyway) will inevitably lead to pressure on social care services within the County.

DCC continues, through public private partnerships, to invest in a revised plan to deliver the strategy for accommodation, care and support for older people in Derbyshire. These include ‘hubs’ such as community care centres providing a County-wide access to dementia care excellence and ‘spokes’, including Extra Care housing, providing outreach into the community. As yet, no specific needs have been identified for Derbyshire Dales.

The National Health Service (NHS) in England provides free healthcare for all, based on need, not on ability to pay. In the NHS, the majority of health services are accessed via General Practitioners (GPs) who act as a ‘gateway’ to other NHS services. Following the abolition of Primary Care Trusts (PCTs) in April 2013, Clinical Commissioning Groups (CCGs) have taken over responsibility for commissioning local health services. CCGs are groups including local GPs with commissioning responsibilities. Two CCGs cover the Derbyshire Dales District.

Many variations in primary care provision exist, for example in the standard of premises where services are provided and the rate of referrals and unplanned admissions to hospitals and specialist services. The CCGs are required to promote and maintain good health of local neighbourhoods and individuals including addressing the needs of future populations. As with social care, changing demographics within the District will bring changes to healthcare needs. There is also a move towards providing care for people within their own homes, or as close to home as possible. GP practices are considering how they can work differently and collaboratively to meet these challenges.

With regards to secondary care, NHS England commissions the majority of hospital services for patients residing in Derbyshire from two main Foundation Trusts and other large providers.
The need for additional health developments will depend on the amount and type of housing being developed, and whether there will be significant elderly or young populations. This will determine the required make-up of the clinical workforce and may, for example, highlight the need for practice nurse, dental, ophthalmic and pharmacy support.

Any potential developments will have an impact on future health provision requirements and put additional pressures on existing resources, both within the hospital and primary care settings. Stakeholders have suggested that it would be more difficult to respond to a more scattered approach to development across the District, as this would place pressure on existing practices, without providing the critical mass for expansion of existing sites or provision of new facilities, and so a more concentrated pattern of development would assist in bringing forward new healthcare facilities.

The CCGs that cover the Derbyshire Dales area both have working arrangements in place with DCC to ensure that the necessary improvements are made across the area. North Derbyshire CCG is leading work with partner organisations to ensure that the health and wellbeing needs in the community are taken into account, whilst South Derbyshire CCG is working with Derbyshire Carers. In both cases, a plan of future facilities needs will be developed later in 2015.

The three main emergency services, Police, Fire and Rescue and Ambulance, are responsive organisations with a duty to serve the population within their area, and so the deployment of resources is based on response times to serve this population.

These services are not a significant driver or barrier to growth, and will deploy their resources to serve the scale and location of new development. However, as for health care, it has been indicated that a more scattered approach to growth would present more of a challenge to the deployment of resources, rather one based on delivery of a smaller number of larger sites.

The provision of public libraries is a statutory duty for local councils in their role as public library authorities under the Public Libraries and Museums Act 1964. Local library services need to be continually improved to ensure they provide a responsive service that fits the needs of local communities.

The Derbyshire Infrastructure Plan identified that Matlock Library is unfit for purpose and in the wrong location, and recommended that it should be replaced and relocated into a property that has high street presence. Although desirable, its replacement is not considered something that is related to future housing growth in Matlock and the surrounding area.
Finally, DDDC provides indoor sports facilities through a combination of sport and leisure centres catering for a range of different activities, swimming pools, and Council-operated community centres with indoor halls.

The previous Derbyshire Dales IDP identified a need for the development of a comprehensive Sports Facilities Plan for Derbyshire Dales that also incorporates children’s play and both indoor and outdoor facilities. Further locally focussed indoor provision is most likely to be possible via improvements to existing spaces such as village halls and the Facilities Plan should incorporate a review of these.
4 Implications for the Local Plan

As noted previously, the main conclusion from the previous Derbyshire Dales IDP was that discussions with infrastructure providers showed that there are few matters of serious immediate concern for the District. Given the modest scale of growth proposed in the Local Plan at that time relative to existing population numbers, DDDC did not consider that any of the wider scale infrastructure and service matters identified in 2014 were such that it would be necessary to prevent or delay new development until they are fully resolved.

Based on the review and update of the IDP, this conclusion is still sound, even with the higher levels of growth now forecast.

Local transport issues in the main town centres of Matlock, Ashbourne and Wirksworth will still need to be addressed, and DDDC and DCC should look to ascertain what an appropriate package of measures for each is, based on the most likely growth scenarios. This is particularly critical in Ashbourne, where the cumulative impact of the any potential development sites could add to existing congestion issues. Any improvements should also be designed to improve the reliability of bus services.

In order to confirm (or otherwise) the continued promotion of a bypass for Ashbourne, more detailed analysis and testing will be required to establish the costs and benefits of a bypass as part of the development of the Local Plans across Derbyshire (not just Derbyshire Dales). This will need to be led by DCC, and could be undertaken in parallel with the identification of online junction improvements.

The success of the CRP for the Matlock to Derby rail line since 2008 is evidence of how improved rail links can help support growth, but the line is currently single-track, which prevents any further increase in the frequency of services without an infrastructure scheme (such as a passing loop) being implemented. Such an improvement needs to be promoted by DCC and the CRP through Network Rail’s East Midlands Route Study and the renewal of the East Midlands rail franchise.

Cycling and pedestrian networks are a key part of Derbyshire’s transport and green infrastructure. It is important to provide a safe walking and cycling environment as well as a cross-county network to link villages and communities with sustainable travel routes, and the continued development of these networks alongside new development is essential. However, future development of these strategic routes is more appropriate for funding through the LGF or future rounds of the LSTF, with developer contributions being used to fund connections to the routes, as opposed to the routes themselves.

The anticipated future growth is unlikely to require any significant enhancements in national supply infrastructure for the main utilities of electricity, gas and water, nor the principal emergency services. In all cases, providers generally respond to housing growth,
but there are no identified issues within the main centres based on the potential sites as they are at present. However, the cost per dwelling of connecting developments in more remote or sparsely populated areas will be greater than that of developments in existing urban centres.

Health services also respond to demand but a more scattered approach to development is likely to place pressure on primary care services, as critical mass will support new or expanded health practices.

Continued investment in broadband through the Digital Derbyshire project will help ensure that future occupants have access to sustainable communications infrastructure.

DCC has developed a robust method for establishing what increases in provision of education facilities are required, where and when, arising from housing growth projections. Improvements to primary and secondary provision in Ashbourne, as well as primary provision in Wirksworth, have been identified, alongside preferred options to overcome the forecast issues.

The provision of community facilities such as libraries and sports facilities is changing and likely to remain under pressure with future funding settlements for DDDC. Although not a significant influence on growth, such facilities are essential to enhance the quality of life for new residents and the existing population, but funding will be needed outside the Local Plan process.
5 Identified Funding Gap and Opportunities for CIL

5.1 Funding Gap

The updated IDP includes a varied level of information about the anticipated costs of the infrastructure required to support the growth envisaged in the Local Plan.

In some cases, such as local transport and education, where DDDC or DCC is generally the lead authority, information is good and thorough. In others, where either Council is not the lead authority, such as utilities (various utility companies), and healthcare (NHS), information is a lot more scarce, and provision generally follows demand, or more specific site development than is being considered at present.

This makes identifying a specific funding ‘gap’ quite difficult at this stage. However, concentrating on the areas where there is more certainty, and making some reasonable assumptions on other contributions, does give some opportunity to quantify the current ‘gap’, albeit in broad terms at this stage.

5.2 Opportunities for CIL

Based on the information gained to date, it is likely that transport and education infrastructure will form the majority of the “essential” projects required to support future growth that would be eligible for CIL. These are the main infrastructure needs that are known at present, and where existing funding sources are unlikely to fully cover the costs of the improvements.

In the case of education, the development of the estimated costs of the infrastructure to date is robust, given DCC’s formula for developer contributions and the level of work already undertaken on the improvements required to support growth.

For transport and green infrastructure improvements, it is more difficult to put a figure on the current funding ‘gap’ as some of the schemes listed in the updated IDP simply have “unknown” as the cost estimate until more detailed assessment work is undertaken. Therefore, an additional allowance needs to be made for these elements until some robust and realistic estimates have been provided as part of the more detailed assessment to be led by DCC.

It is therefore recommended that the aggregate funding ‘gap’ at this time is taken as £22 million, with the following infrastructure improvements forming the draft Regulation 123 list for any CIL scheme:
- Junction/highway capacity and traffic management improvements in Ashbourne, Matlock and Wirksworth - assume an allowance of £1 million in each location;

- Ashbourne Bypass - £12 million;

- Additional primary school capacity in Ashbourne and Wirksworth - £6 million in total; and

- Delivery of green infrastructure improvements on County Council Countryside Sites - assume £1 million over a 10 year period.
6 Taking Forward the Updated IDP

This commission has critically reviewed the previous infrastructure plans prepared for Derbyshire Dales, and developed an updated IDP that should provide a robust evidence base for the production of CIL, particularly in terms of its identification of the critical infrastructure to support the planned growth in Derbyshire Dales.

It has also identified a justifiable aggregate funding ‘gap’ (of around £22 million), and the elements of infrastructure that would be appropriate to be considered for funding through CIL (mainly transport, education and green infrastructure facilities).

However, the IDP as has been updated, and the draft Regulation 123 of potential CIL schemes, represent a point in time. Delivering infrastructure does not stand still, as planning applications are submitted, land use proposals alter, funding regimes differ, and the process of developing the Local Plan proceeds.

To build on the work done in updating in the IDP, and to ensure that DDDC and DCC are in the best possible position to take an early view as to which infrastructure schemes it may seek to put forward for potential future competitive funding rounds, or to allow the work in progress to be used to respond to any planning applications that are received between now and the start of any CIL scheme, it is recommended that the updated IDP schedule be taken forward as a working document.

Using a spreadsheet approach initially, it would be possible to plot the key infrastructure schemes against timeframe, cost (including a spend profile), lead agency, funding sources and gaps, risk, alternatives and priority, to provide a ‘live’ copy of the IDP that DDDC could use to monitor progress across all departments.

This could be supported by a plan showing the key infrastructure needs across Derbyshire Dales, overlain on the main development sites, which, in time could be converted into a GIS-based record of key infrastructure needs, which would then be a more useful tool with Members and partner organisations.

This could even be an open source document when complete, allowing developers an upfront view of the likely infrastructure requirements of bringing forward various sites, as well as being a powerful collaborative tool with other partner agencies who the work done to date has found can be sometimes difficult to engage with.

Through this commission, a first draft of such a spreadsheet-based IDP schedule and accompanying plan have been prepared, and they are included at Appendix A. It is suggested that DDDC now takes ownership of this as a means of tackling the delivery of the infrastructure necessary to support the growth aspirations of Derbyshire Dales.
Appendix A

Updated IDP Schedule and Plan
<table>
<thead>
<tr>
<th>Type</th>
<th>Sub Category</th>
<th>Infrastructure Project</th>
<th>Site Specific Information</th>
<th>Status</th>
<th>Priority</th>
<th>Estimated Cost (£000s)</th>
<th>Lead Agency</th>
<th>Estimated Spend Profile by Year</th>
<th>Notes</th>
</tr>
</thead>
</table>

**TOTAL COST: £3,249,500**
Derbyshire Dales: Revised Infrastructure Delivery Plan
Requirements

Ashbourne:
- Capacity and traffic management improvements
- Western Bypass
- Bus station improvements
- Additional primary school capacity
- Expansion of Queen Elizabeth’s Grammar School

Matlock:
- Capacity and traffic management improvements
- Bus reliability improvements
- Derby rail line improvements

Wirksworth:
- Capacity and traffic management improvements
- New primary school

Doveridge:
- New quiet road surfacing
- Quality public transport improvements

Matlock—Derby rail line improvements

Map showing location of towns and villages in Derbyshire Dales.